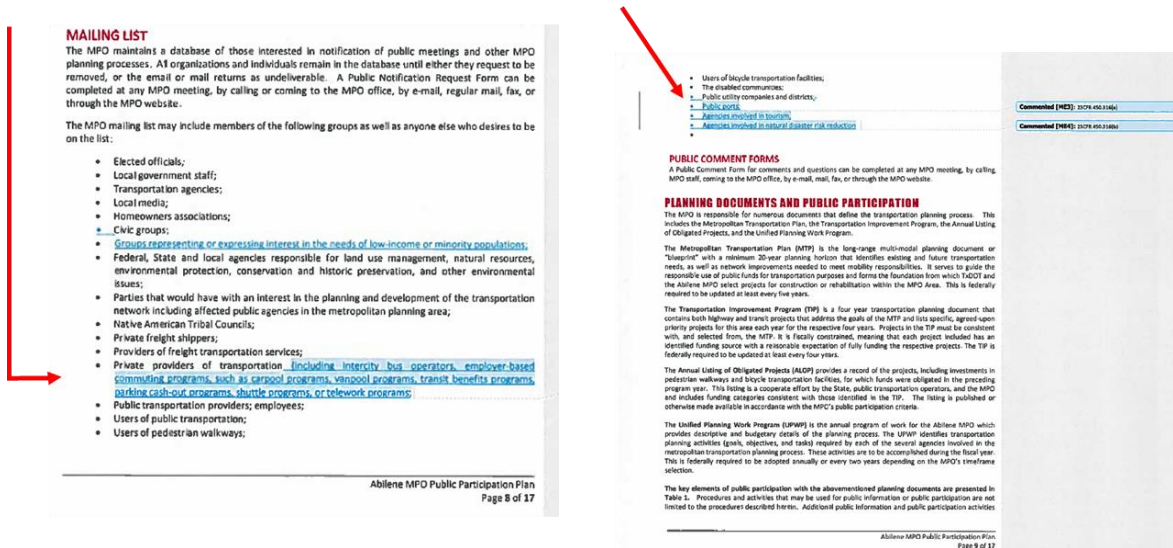


**SUPPLEMENTAL FAST ACT COMPLIANCE DOCUMENTATION FOR
METROPOLITAN & STATEWIDE TRANSPORTATION PLANNING PROCESS**

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
 - Please include documentation on how the PPP has been updated by the MPO to incorporate the new stakeholders identified under the FAST Act metropolitan and statewide planning regulations cited above. If, for example, your region does not currently include a parking cash-out program or transit benefits program for the area users, please simply state so here. Please include the current date of your most recently updated PPP adopted by the MPO policy board and a web-link to this documentation for future reference purposes.
 - a) *Abilene's only port is the Abilene Regional Airport. The City's Transportation Department is responsible for management of this facility. The MPO regularly interacts with this department through regular channels and its Director is a voting member of the MPO's Technical Advisory Committee (TAC).*
 - b) *The Abilene MPO maintains a list of contacts including email, phone and address information to provide notifications for meetings, events and for the distribution of other information. Transit providers are included in this list. The list is updated periodically and as needed. The primary provider of transit within the Abilene MPO Planning Area is the City of Abilene which operates a fixed route and paratransit system known as "CityLink". The General Manager of CityLink is a voting member of the MPO's TAC. Greyhound Bus Line, operates a national commercial bus service with one station in the Abilene MPO area. City and Rural Rides, Double Mountain Coach, and Concho Coaches are additional transit providers offering regional, rural and similar services within or into our area. The Abilene MPO maintains regular contact with all these providers and serves on a Stakeholders Group for Region 7 on the Regionally Coordinated Transportation Plan (RCTP) related to regional transit. The Abilene MPO regularly interacts with, advises, and assists 211 a Call for Help (United Way) which manages various administrative functions for regional transit under an agreement with the City of Abilene who serves as the lead agency for Region 7.*

The Abilene area does not have a parking cash-out program or transit benefits program.

On April 17, 2018, the Abilene MPO Policy Board approved an update to the PPP to address this requirement. Changes were incorporated on Page 8 of 17 and 9 of 17 of the 2018 document (see below)



2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))

— Identify which agencies within your metropolitan planning area that you have demonstrated consultation with as part of your MTP and TIP development that are involved in regional tourism activities (including consultation with local Chamber of Commerce, major public sporting and tourism sponsors and activities, festivals, etc. within your region. Perhaps include weblinks to major sporting events, festivals, and other tourism activities within your region. For natural disaster risk reduction perhaps include documentation of which emergency management or centers operate within the city or county (or perhaps FEMA/DHS coordination) that you have engaged within as part of your metropolitan transportation planning process. Perhaps include hurricane evacuation maps (if applicable) or links to these types of State or local emergency management activities, operations, and agencies onto the MPO's homepage.

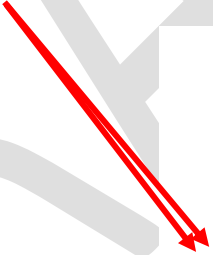
a) The Abilene MPO Technical Advisory Committee (TAC) has a representative from the Chamber of Commerce as a voting member. The Chamber of Commerce operates the City's Convention and Visitors Bureau under an agreement with the City of Abilene. A link to the Chamber and to the City of Abilene is maintained on the MPO's website so those interested can learn about upcoming events. A member of the Abilene MPO Technical Advisory Committee serves on the board of the Taylor County Expo Center. This 127-acre facility is the host site for over 231 events a year including such things as PRCA rodeos, equestrian events, trade shows, farm and ranch events, concerts, monster truck shows, athletic events, graduations, charity events, county fairs and even private rentals. The facility is estimated to have an economic impact to the Abilene region of over \$20 million - in part by bringing people from outside the community who spend money on hotels, restaurants, fuel and shopping. The MPO actively partners with the Steamboat Cycling Club in promoting the annual Ride of Silence bicycle event each May and with the local Drive Safe Coalition on the

Ride to Work Motorcycle event held each June. Both of these single-day events, promote safety, have growing participation rates and draw increasing numbers of people from outside the community.

The Abilene MPO web page has a link to the City of Abilene webpage where Flood Insurance Rate Map (FIRM) data is available on flood hazard areas in the form of interactive maps displayed through a GIS Portal which is available for the general public to view and download free of charge. The Abilene MPO participates with the Abilene Office of Emergency Management (OEM) in meetings discussing actions in times of emergencies. The MPO maintains links on its website to the City of Abilene, Jones County, Taylor County and the Texas Department of Transportation where individuals can obtain information on emergency situations and in some cases sign up for automatic telephone notifications of potentially dangerous weather events. The Abilene MPO coordinates with emergency providers and others listed in the database in the development of the MTP.

Because of the prominence of these facilities within our planning area, the Abilene MPO staff attends annual pipeline emergency and safety training. The staff participates in scenario planning events as a part of this training.

On April 17, 2018, the Abilene MPO Policy Board approved changes to the PPP to address this requirement.

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- Users of bicycle transportation facilities;
 - The disabled communities;
 - Public utility companies and districts;
 - Public ports;
 - Agencies involved in tourism;
 - Agencies involved in natural disaster risk reduction

3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))

— Document the form of written agreement whether existing MOU/MOA or other form used to meet compliance with this new FAST Act requirement under 23 CFR 450.314(h), identify which key stakeholders have signed this MOU/MOA (or other form) and a brief description of their roles and responsibilities related to the performance-based planning and programming process. These are due by May 27, 2018.

A joint MOU between TxDOT, the Abilene MPO and the City of Abilene (operator of the CityLink Transit service) was approved on the following dates by all relevant parties:

Abilene MPO: 04/17/2018

City of Abilene: 04/30/2018

TXDOT Abilene District: 04/17/2018

Full Agreement available upon request.

4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10))
 - Document how the two new FAST Act metropolitan planning factors have been addressed within the transportation planning process, including what analysis framework was utilized to ensure the resiliency and reliability of the transportation system (example: GIS mapping for visualization purposes) or to identify and reduce storm-water impacts of surface transportation through policies and design standards (example: TxDOT Roadside Design Manual or local public agency geometric design criteria) used within the metropolitan area. For purposes of enhancing travel and tourism, perhaps include discussion of how the PPP and outreach efforts have been implemented to incorporate additional stakeholders related to travel and tourism within the metropolitan planning region.
 - a) Areas of increased storm-water risk as determined by (FEMA, Corps of Engineers, FIRM) have been mapped in detail within much of the City of Abilene and incorporated into a digital map layer using the ARC GIS platform. This information is in a shared layer available to TXDOT, the City of Abilene, County officials and other parties as needed to determine potential flood risk in proximity to potential project locations. TXDOT, municipal and/or county officials will evaluate storm-water as applicable for on or off system projects and apply appropriate design guides for mitigation of potential impacts.*
 - b) The Abilene MPO PPP has been amended to incorporate outreach to entities associated with travel and tourism. The Abilene MPO Technical Advisory Committee (TAC) has a representative from the Chamber of Commerce as a voting member. The Chamber of Commerce operates the City's Convention and Visitors Bureau. A link to the Chamber and to the City of Abilene is maintained on the MPO's website so those interested can learn about upcoming events and plan accordingly. A member of the Abilene MPO Technical Advisory Committee serves as a Board Member of the Taylor County Expo Center. This 127-acre facility is the host site for over 231 events a year. The MPO Policy Board and TAC have members associated with local institutions of higher*

learning. The MPO actively partners with the Steamboat Cycling Club in promoting and operating the annual Ride of Silence bicycle event each May and with the local Drive Safe Coalition on the Ride to Work Motorcycle event held each June. Both of these single-day events, promote safety, have growing participation rates and draw increasing numbers of people from outside the community. The MPO will evaluate the addition of links to our website and other means of coordination with universities, civic organizations, athletic organizations and other groups which hold or promote events related to travel and tourism in order to determine effective means of enhancing resources to these entities.

5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(f)(2))
 - Document how the long-range metropolitan transportation plan (MTP) has addressed intercity buses (e.g., Greyhound and other transit bus providers) within the region. Mapping of intercity bus terminals, intermodal facilities, and bus routes within the MTP is suggested as one option and how these facilities link to major highway networks and arterials within the metropolitan planning region.

Greyhound Bus Line, operates a national commercial bus service with one station in the Abilene MPO area. City and Rural Rides, Double Mountain Coach, and Concho Coaches are additional transit providers offering regional, rural and similar services within or into our area. The Abilene MPO maintains regular contact with all these providers and serves on a Stakeholders Group for Region 7 on the Regionally Coordinated Transportation Plan (RCTP) related to regional transit. The Abilene MPO regularly interacts with, advises, and assists 211 a Call for Help (United Way) which manages various administrative functions for regional transit under an agreement with the City of Abilene who serves as the lead agency for Region 7. As the MTP is updated more focus will be given to intercity buses and their role within our region.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))

— Document how the MPO included an assessment of the existing transportation system (both highway and transit routes) – for example: using GIS mapping or other framework analysis tools to help reduce the vulnerability of the existing and future transportation infrastructure to natural disasters including extreme weather events like flooding, hurricane impacts, drought, etc. as applicable for the MPO geographic region.

The Abilene Metropolitan Transportation Plan (MTP) discusses the importance of preservation and the efficient use of the existing transportation system. A major portion of plan funding is targeted to projects and programs specifically intended to maintain, repair, rehabilitate, or reconstruct the existing system. The majority of mobility improvements projects also contain elements of system preservation and rehabilitation. The Abilene MPO works closely with the Taylor County Local Emergency Planning Committee and the City of Abilene's emergency planning department to address issues such as evacuation routes and emergency detouring capability. The MTP (Pg. 54) specifically calls for the use of strategies in the design and construction of new or rehabilitated facilities to prolong the useful life of facilities and minimize maintenance requirements. The use of materials and designs to achieve a low maintenance objective is complimentary with methods to enhance durability against storm water and other natural disaster events.

7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))

— Document how the MPO included safety and Transit Asset Management (TAM) performance targets are used in assessing the performance of the transportation system. As the 2-year phase-in deadlines approach for PM2 (pavement and bridge condition) and PM3 (NHS, Freight, and CMAQ) performance targets on or after May 20, 2019, and the MPO adopts these subject performance targets, include documentation of how these additional targets will be used in assessing the performance of the transportation system within the MPO planning region. For additional information on applicable dates for TPM and timelines for implementation, please see: <https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>

The Abilene MPO MTP was last amended on December 17, 2017. It incorporates Planning Factors identified in SAFETEA-LU and associated local elements. It also includes an in-depth review of performance measures included in the MAP 21 legislation and commits to taking actions locally, which will achieve these national goals. At its meeting of 02/20/18 in response to FAST Act standards the Abilene MPO Policy Board adopted a resolution supporting the use of Safety Performance measures and targets approved by the State of Texas. These measures and targets are based on number of fatalities, rate of fatalities per 100 million vehicle miles traveled, number of serious injuries, rate of serious injuries per 100 million vehicle miles traveled and the number of non-motorized fatalities and

serious injuries. As PM3 targets and other performance measures are approved at the State, the MPO will evaluate and consider adoption of these measures. On June 20, 2017 the Abilene MPO in cooperation with the City of Abilene (operator of the CityLink transit system), adopted a Transit Asset Management Plan (TAM). The approved plan mirrors performance measures and targets established by the City for rolling stock, facilities and equipment.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))
 - Document how the MTP has supported the performance targets associated with safety, TAM, and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how progress has been achieved by the MPO toward these adopted system performance targets. For additional information on applicable dates for TPM and timelines for implementation, please see: <https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>

Safety performance measures and targets have only recently been adopted. A number of other performance measures and targets are yet to be adopted. Once measures have been set, targets have been established, and reliable data has been collected over a reasonable number of reporting periods it may be possible to determine baseline assumptions and projections relating to system performance. After this, it may be possible to evaluate specific projects and the potential influence (if any) these projects may have had in achieving or in failing to achieve the desired targets and also in evaluating specific actions or project elements which might have greater or lesser effectiveness.

9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
 - Document how the STIP/TIPs have an impact towards achieving the performance targets associated with safety, TAM, and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how progress has been made by the MPO. Include discussion in both MTP and STIP/TIP on how performance targets have been impacted by the list of projects and programs shown in the documents.

The Abilene MPO TIP includes a project on FM 89 which will modify a center turn lane section and add a median along heavily traveled arterial thoroughfare which is located at a major activity center inside the City of Abilene. The project also includes the addition of an additional travel lane in the most congested portion of the roadway, a turn-around for truck traffic, the provision of underground storm-water improvements, the provision of sidewalks, signalization improvements, the addition of a bus turn out for transit operations and other bike/ped elements. Another project within the TIP is the addition of an overpass to create a grade-separated intersection at US 83 and Remington and Clark Roads. Together these projects support goals

established within Chapter 4 of the MTP. They will preserve critical local transportation assets, add to the system capacity, improve roadway efficiency, reduce turning movement conflict points, increase accessibility for non-motorized users, support the movement of freight, improve safety and support continued economic vitality within the metropolitan area. It is anticipated a primary effect of both projects will be a reduction in accident occurrence. It is also anticipated that improved system performance combined with anticipated accident reduction will yield a secondary congestion relief benefit.

10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))

- Document how the project selection process used in the TIP/STIP has been improved to address safety, TAM and PM2 (on or after May 20, 2019) and PM3 (on or after May 201, 2019) and how performance targets will be achieved in the transportation planning process.

New requirements relating to the establishment of performance measures and targets have prompted a refreshed examination of potential new methods for project evaluation and selection. The Abilene Metropolitan Planning Organization is currently updating our project selection process. A subcommittee of the Technical Advisory Committee (TAC) has been formed to re-examine the project selection process. The draft update consists of criteria related to safety and efficiency, system preservation, economic development, and regional development patterns. The MPO's criterion will either directly relate to or take into consideration the following transportation goals for the state:

1. *Maintaining a safe transportation system for all transportation users.*
2. *Optimizing system performance by mitigating congestion, enhancing connectivity and mobility, improving the reliability of the system, facilitating the movement of freight and international trade, and fostering economic competitiveness through infrastructure investments.*
3. *Maintaining and preserving system infrastructure.*
4. *Accomplish any additional transportation goals for the state identified in the statewide long-range transportation plans as provided in §16.54 of this chapter (relating to Statewide Long-Range Transportation Plan (SLRTP)). The current SLRTP is built around six TxDOT Strategic Plan goals: develop an organizational structure and strategies designed to address the future multimodal transportation needs of all Texans; enhance safety for all Texas transportation system users; maintain the existing Texas transportation system; promote congestion relief strategies; enhance system connectivity; and facilitate the development and exchange of comprehensive multimodal transportation funding strategies with transportation program and project partners.*

The MPO strives to ensure through the project selection process that citizens have a voice in developing transportation plans for all modes and that these projects fit harmoniously within our communities without sacrificing safety or mobility. It is anticipated that as performance measures and targets are adopted and as data is collected over time, project selection, investment methodologies and related systems will be adapted to improve resiliency and responsiveness.

11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system. (Ref: 23 CFR 450.216(f)(1&2))

N/A (State DOT)

12. Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. (Ref: 23 CFR 450.208(e))

N/A (State DOT)